(b) (6)

From: (b) (6) CTR NAS Whidbey Is, N32
Sent: Tuesday, June 30, 2015 10:10 AM
To: (b) (6) CIV NAVAIR AIR 4.3.4.2
Subject: RE: NOISE Study Data ISO Olympic MOA and W237 A and B
Attachments: Copy of P-3C EP-3 and P-8A Data Sheet_29 June 2015.xlsx

Tracking:

Recipient	Read
(b) (6) CIV NAVAIR AIR 4.3.4.2	Read: 6/30/2015 10:14 AM

(b) (6),

Per our phone conversation attached file provided. The P-3C and EP-3 data is solid and vetted with CPRW-10 OPS. The P-8A data is projected from the ongoing VAQ EIS NASMOD Analysis Naval Air Station Whidbey Island and historical percentage use of the Olympic MOA and W-237 A and B.

v/r

(b) (6)
SAIC Contractor/NAS Whidbey Island
COMPACFLT NWTRC Range Complex Sustainment Coordinator
Cell (b) (6)
Work (b) (6) or DSN (b) (6)

-----Original Message-----
From: (b) (6) CTR NAS Whidbey Is, N32
Sent: Tuesday, June 30, 2015 12:47 PM
To: (b) (6) CIV NAVAIR AIR 4.3.4.2
Subject: FW: NOISE Study Data ISO Olympic MOA and W237 A and B

(b) (6),

(b) (6) has pointed me in your direction.

Northwest Training Range Complex has been directed by OPNAV to complete a Noise Study for the use of the Olympic MOA and W237 A and B. Although Olympic MOA is rarely used by the P-8 in order to show complete use of the SUA the contractor needs P-8 use information. This is in support of the ongoing Northwest Training and Testing Environmental Impact Statement. I will fill in the numbers of flights from our latest revised NASMOD Study, SUA air activity reports and SHARP. Will use projected future numbers from what we already have in the NASMOD .

There can be as many as 4 conditions. A condition is an event such as test and evaluation. Each condition is a particular speed/power setting combination. For each speed/power combination the model needs to know what % of the total time in the MOA, ATCAA/W237 A and B is at that power setting at each altitude block. When the % of each condition are added up, they will equal 100%. For example...50% of the time is at 75% power between 9,000 MSL and 20,000 MSL. The base line will use same data as the NASMOD used which was the CY-13 air activity report.

Thanks for the assist.

v/r

(b) (6)
SAIC Contractor/NAS Whidbey Island
COMPACFLT NWTRC Range Complex Sustainment Coordinator
Cell (b) (6)
Work (b) (6) or DSN (b) (6)

-----Original Message-----
From: (b) (6) CIV NAVAIR AIR-1.6
Sent: Monday, June 29, 2015 11:08 AM
To: (b) (6) CTR NAS Whidbey Is, N32
Cc: Mosher, John G CIV COMPACFLT, N465JM; (b) (6) CIV NAVAIR AIR 4.3.4.2
Subject: RE: NOISE Study Data ISO Olympic MOA and W237 A and B

(b) (6),

I am passing you off to (b) (6) (she is cc: in this e-mail) who supports the P-8 acquisition program. She should be able to help you, depending upon what your needs are.

v/r

(b) (6)
NAVAIR, AIR-1.6
Deputy, Environmental and Energy Programs
(b) (6)
(b) (6)
(b) (6) @navy.mil

-----Original Message-----
From: (b) (6) CTR NAS Whidbey Is, N32
Sent: Monday, June 29, 2015 1:55 PM
To: (b) (6) CIV NAVAIR AIR-1.6
Cc: Mosher, John G CIV COMPACFLT, N465JM
Subject: FW: NOISE Study Data ISO Olympic MOA and W237 A and B

(b) (6),

John Mosher sent me your direction. We are trying to get some P-8 noise data in support of an OPNAV directed noise study (see email below). Schedules lead me to (b) (6); however John thinks you may be able to provide the data needed.

Thanks for your assistance.

v/r

(b) (6), (k)(5)
SAIC Contractor/NAS Whidbey Island
COMPACFLT NWTRC Range Complex Sustainment Coordinator
Cell (b) (6), (k)(5)
Work (b) (6), (k)(5) or DSN (b) (6),

-----Original Message-----
From: (b) (6), (k)(5) CTR NAS Whidbey Is, N32
Sent: Monday, June 22, 2015 11:30 AM
To: (b) (6), (k)(5) @boeing.com'
Cc: Mosher, John G CIV COMPACFLT, N465JM; (b) (6), (k)(5) ; (b) (6), (k)(5) CIV NAVFAC NW, OP3E21
Subject: NOISE Study Data ISO Olympic MOA and W237 A and B

Sir,

We have been directed by OPNAV to complete a Noise Study for the use of the Olympic MOA and W237 A and B. Although Olympic MOA is rarely used by the P-8 in order to show complete use of the SUA the contractor needs use information. This is in support of the ongoing Northwest Training and Testing Environmental Impact Statement. I will fill in the numbers of flights from our latest revised NASMOD Study, SUA air activity reports and SHARP. Will use projected numbers from what we already have in the NASMOD .

There can be as many as 4 conditions. A condition is an event such as test and evaluation. Each condition is a particular speed/power setting combination. For each speed/power combination the model needs to know what % of the total time in the MOA, ATCAA/W237 A and B is at that power setting at each altitude block. When the % of each condition are added up, they will equal 100%. For example...50% of the time is at 75% power between 9,000 MSL and 20,000 MSL. The base line will use same data as the NASMOD used which was the CY-13 air activity report.

Thanks for the assist.

v/r

(b) (6), (k)(5)
SAIC Contractor/NAS Whidbey Island
COMPACFLT NWTRC Range Complex Sustainment Coordinator
Cell (b) (6), (k)(5)
Work (b) (6), (k)(5) or DSN (b) (6),